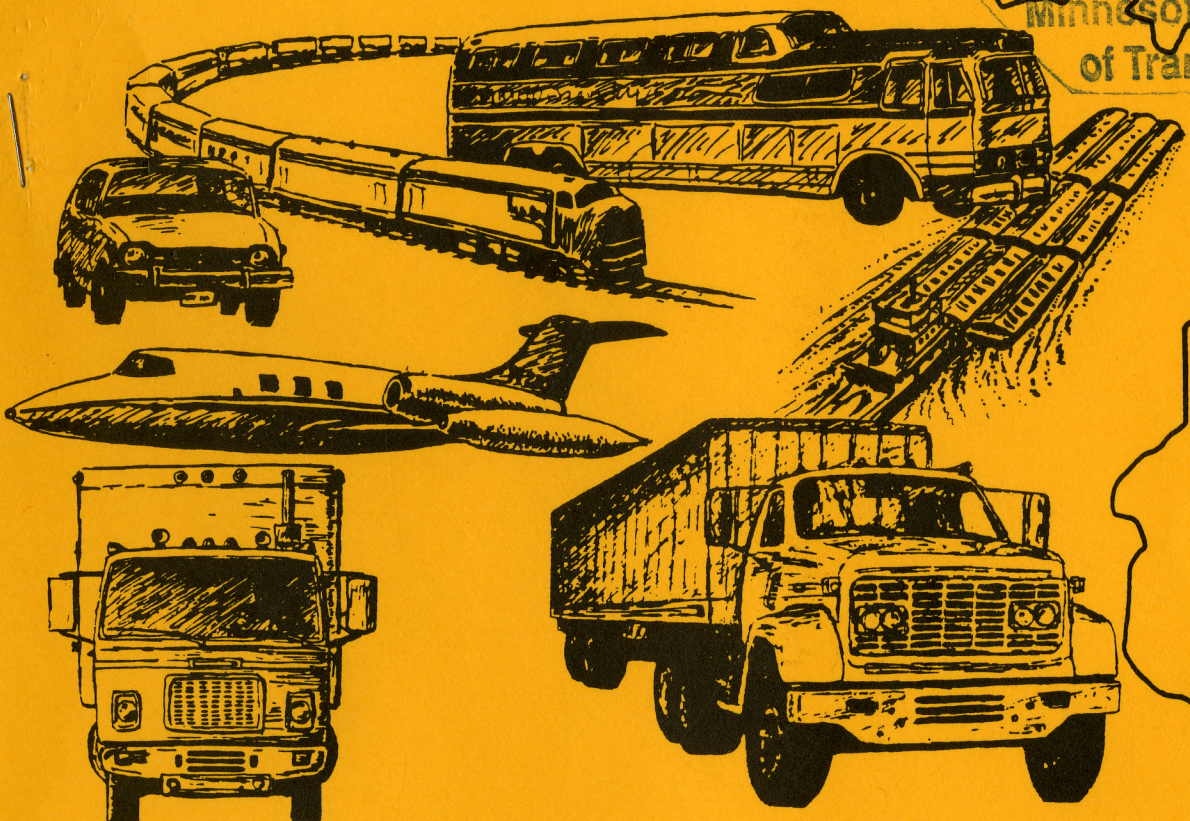




# Transportation Analysis

TA-M368-B  
TH 169, Shakopee Bypass and CR 89 - CSAH 18  
from TH 41 to Minnesota River

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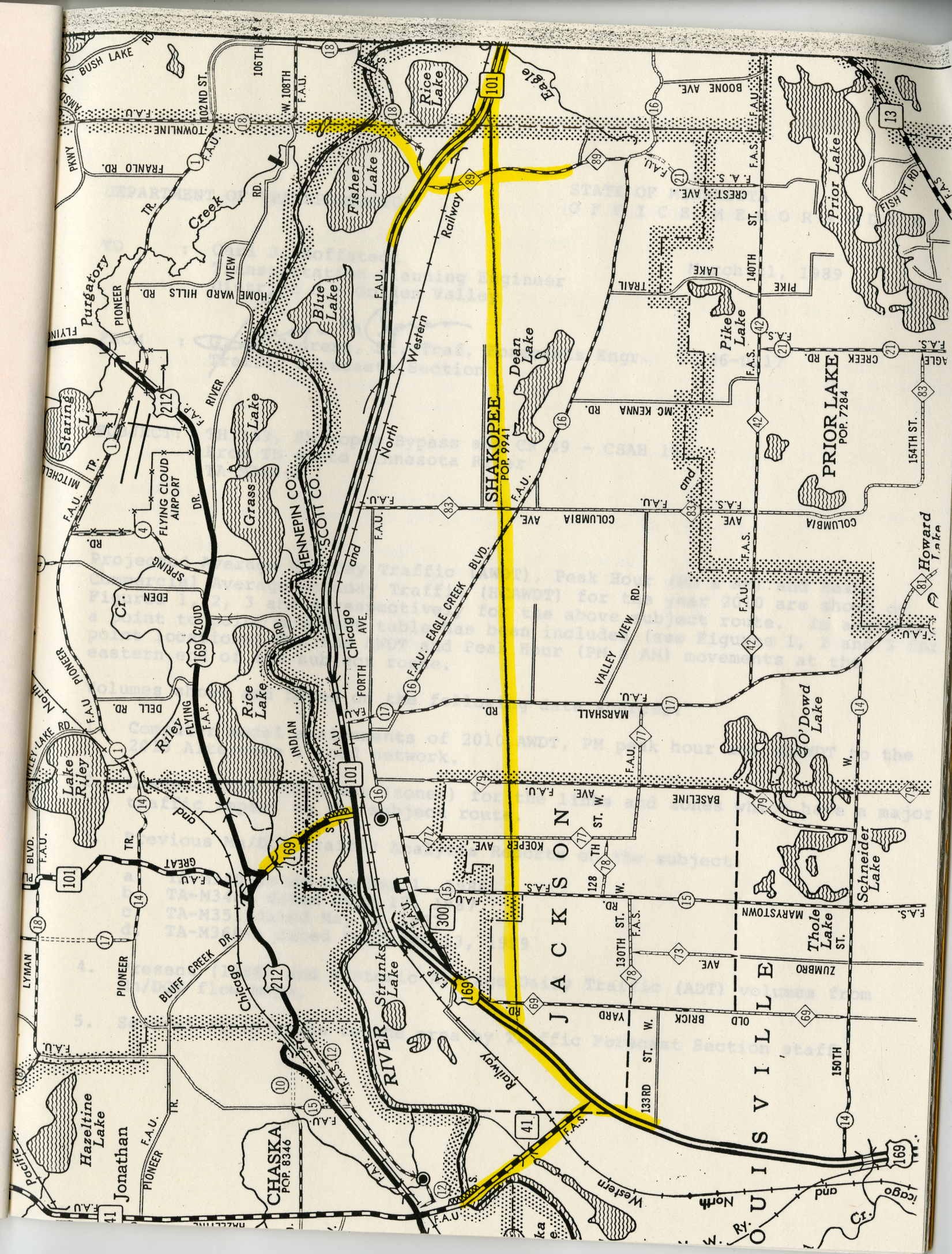


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1989

PREPARED BY  
THE MINNESOTA DEPARTMENT OF TRANSPORTATION  
PROGRAM MANAGEMENT DIVISION  
TRAFFIC FORECASTS SECTION









STATE OF MINNESOTA  
DEPARTMENT OF TRANSPORTATION OFFICE MEMORANDUM

TO : Carl J. Hoffstedt March 21, 1989  
Transportation Planning Engineer  
District 5 - Golden Valley

FROM : *G. M. Cepress*  
G. M. Cepress, St. Traf. Forecasts Engr. 296-0217  
Traffic Forecasts Section

SUBJECT: TH 169, Shakopee Bypass and CR 89 - CSAH 18  
From TH 41 to Minnesota River  
TA-M368-B

An additional report has been prepared by the Traffic Forecast Section which covers CSAH 18 from the Minnesota River north to TH 494 (TA-M368-A).

A consolidated report (TA-M368-B) will be prepared which will cover the Projected Average Weekday Traffic (AWDT), Peak Hour (PM & AM) and Heavy Commercial Average Weekday Traffic (HCAWDT) for the year 2010 are shown on Figures 1, 2, 3 and 4 respectively for the above subject route. In addition, a point to point movement table has been included (see Figures 1, 2 and 3 for point locations) for the AWDT and Peak Hour (PM & AM) movements at the eastern end of the subject route.

Volumes shown are based on the following data sources:

1. Computer model assignments of 2010 AWDT, PM peak hour and HCAWDT to the 2010 Alternate 1 road network.
2. Loaded links and trees (zones) for the links and zones which have a major traffic impact on the subject route.
3. Previous Mn/DOT Traffic Analysis Reports on the subject:
  - a. TA-M340 dated October 1, 1986
  - b. TA-M340A dated July 17, 1987
  - c. TA-M351 dated May 1, 1987
  - d. TA-M368-A dated February 13, 1989
4. Present (1986) and historic Average Daily Traffic (ADT) volumes from Mn/DOT flow maps.
5. Several field trips to the area by Traffic Forecast Section staff.



STATE OF MINNESOTA  
OFFICE MEMORANDUM

DEPARTMENT OF TRANSPORTATION

March 21, 1988

TO : Carl J. Hollister  
Transportation Planning Engineer  
District 2 - Golden Valley

296-0217

FROM : Traffic Forecast Section  
Traffic Forecast Section

SUBJECT: TH 169, Shakopee Bypass and CR 89 - CSAH 18  
From TH 41 to Minnesota River  
TA-M368-B

Projected Average Weekday Traffic (AWDT), Peak Hour (PM 4 AM) and Heavy Commercial Average Weekday Traffic (HCADWT) for the year 2010 are shown on Figures 1, 2, 3 and 4 respectively for the above subject route. In addition, a point to point movement table has been included (see Figures 1, 2 and 3 for point locations) for the AWDT and Peak Hour (PM 4 AM) movements at the eastern end of the subject route.

Volumes shown are based on the following data sources:

1. Computer model assignments of 2010 AWDT, PM peak hour and HCADWT to the 2010 Alternate 1 road network.
2. Loaded links and cross (zones) for the links and zones which have a major traffic impact on the subject route.
3. Previous Mn/DOT Traffic Analysis Reports on the subject:
  - a. TA-M368 dated October 1, 1986
  - b. TA-M368A dated July 17, 1987
  - c. TA-M368B dated May 1, 1987
  - d. TA-M368-C dated February 13, 1988
4. Present (1986) and historic Average Daily Traffic (ADT) volumes from Mn/DOT flow maps.
5. Several field trips to the area by Traffic Forecast Section staff.

The Alternate 1 road network is based on the following assumptions:

1. New TH 212 Freeway is built between TH 5 west of TH 494 and existing TH 212 west of Chaska.
2. Shakopee Bypass is built between TH 169 north of TH 41 and TH 101 east of existing CSAH 18.
3. New CSAH 18 Freeway-Expressway is built between TH 494 and the Shakopee Bypass. New CSAH 18 will have Freeway level of service from the Shakopee Bypass to CSAH 1 (River View Road) and Expressway level of service from CSAH 1 (River View Road) to TH 494.
4. The level of service on CR 89 south of the Shakopee Bypass will be improved in the future.

An additional report has been prepared by the Traffic Forecast Section which covers CSAH 18 from the Minnesota River north to TH 494 (TA-M368-A).

A consolidated report (TA-M368-C) will be prepared which will cover the material presented in reports TA-M368-A, TA-M368-B and additional background data.

Please contact Jim Page at 296-1626 or Cathy Erickson at 296-8533 if you have any further questions on this report.

Enclosure

TA-M368-B

FIGURE 1

LEGEND

000

2010 AWDT

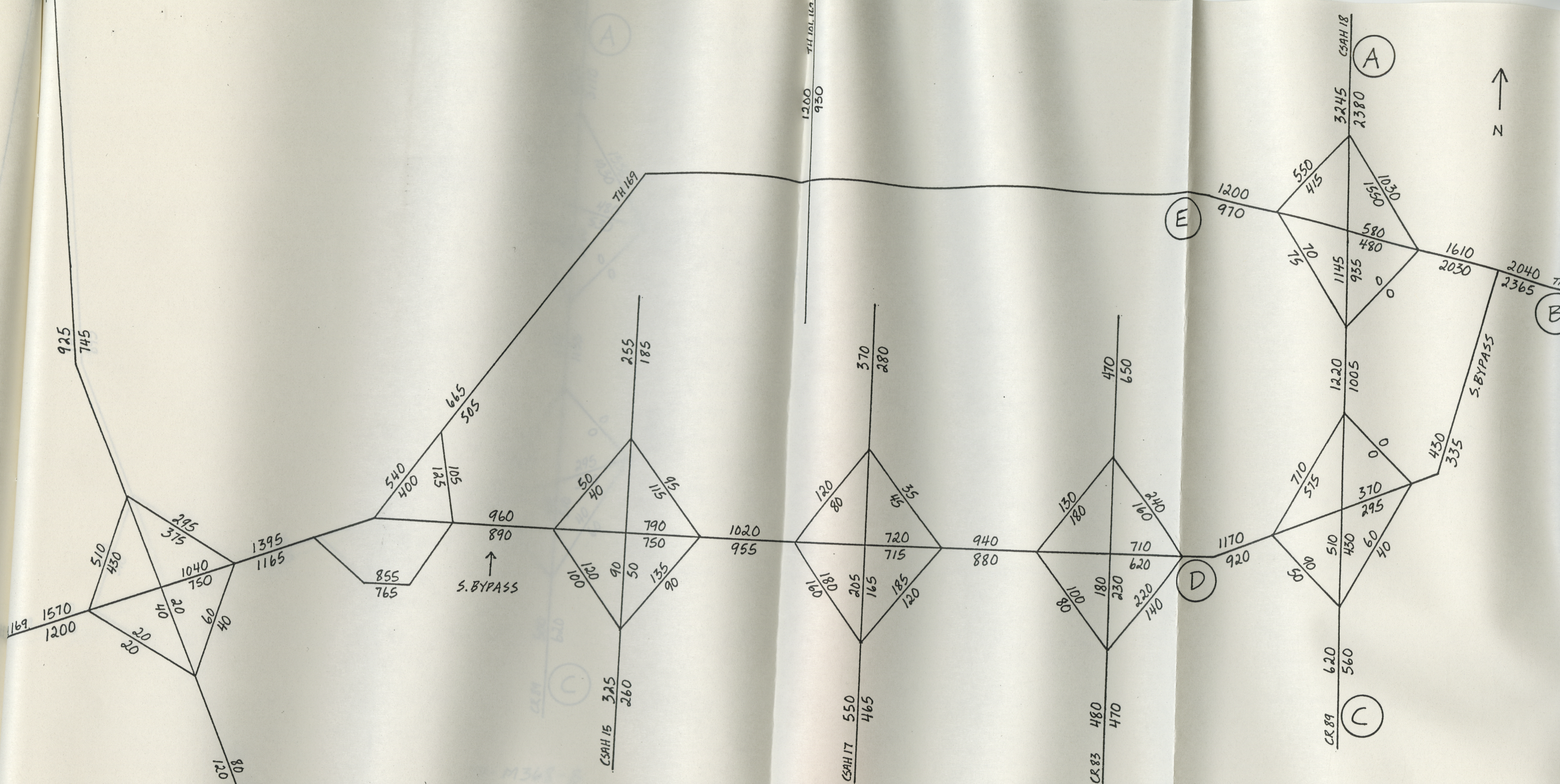
A

POINTS





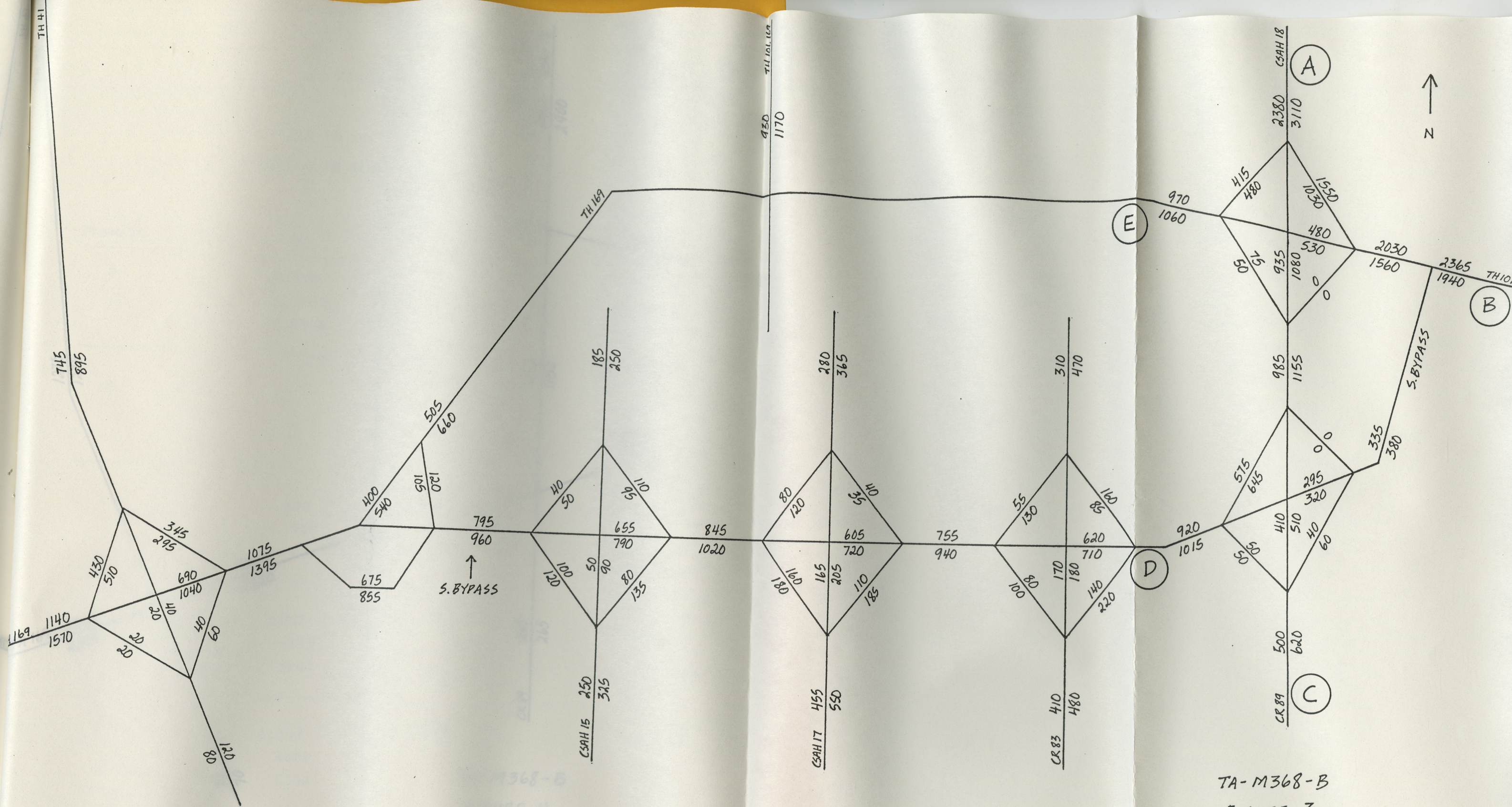




TA-M368-B  
FIGURE 2

- LEGEND
- 000 PM PEAK HOUR
  - (A) POINTS





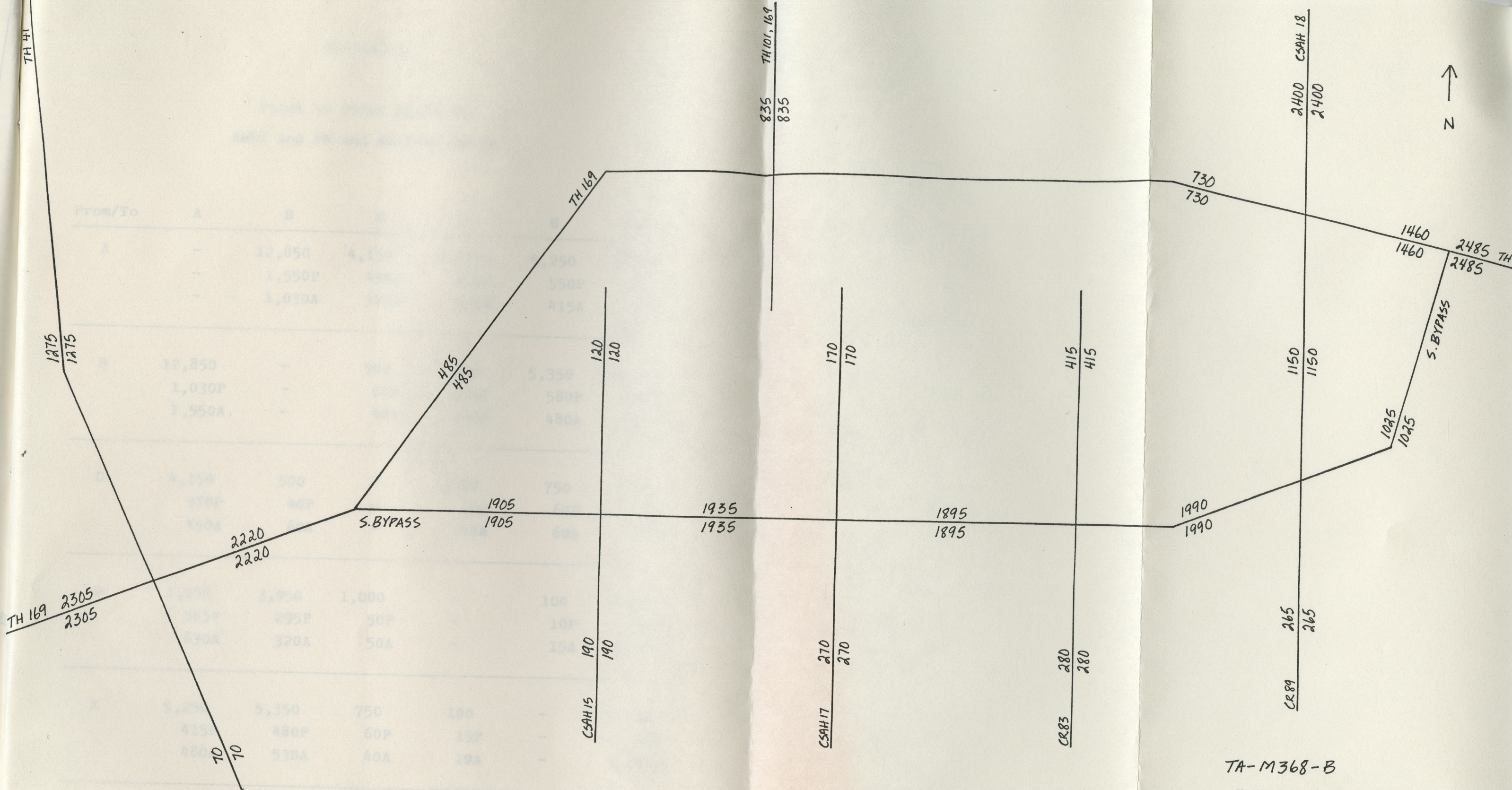
TA-M368-B  
FIGURE 3

LEGEND

000 AM PEAK HOUR

(A) POINTS





TA-M368-B

FIGURE 4

LEGEND

000 2010 HCAWDT

LEGEND - 000 2010 AWDT  
000P PM Peak Hour  
000A AM Peak Hour



Point to Point Table for  
AWDT and PM and AM Peak Hours

From/To	A	B	C	D	E	Total
A	-	12,850	4,150	7,750	5,250	30,000
	-	1,550P	450P	695P	550P	3,245P
	-	1,030A	370A	565A	415A	2,380A
B	12,850	-	500	3,950	5,350	22,650
	1,030P	-	60P	370P	580P	2,040P
	1,550A	-	40A	295A	480A	2,365A
C	4,150	500	-	1,000	750	6,400
	370P	40P	-	90P	60P	560P
	450A	60A	-	50A	60A	620A
D	7,750	3,950	1,000	-	100	12,800
	565P	295P	50P	-	10P	920P
	630A	320A	50A	-	15A	1,015A
E	5,250	5,350	750	100	-	11,450
	415P	480P	60P	15P	-	970P
	480A	530A	40A	10A	-	1,060A
Total	30,000	22,650	6,400	12,800	11,450	83,300
	2,380P	2,365P	620P	1,170P	1,200P	7,735P
	3,110A	1,940A	500A	920A	970A	7,440A

LEGEND - 000 2010 AWDT  
000P PM Peak Hour  
000A AM Peak Hour